

best wishes to him as he receives this well-earned honor.

IN HONOR AND RECOGNITION OF
MALAK JADALLAH

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. KUCINICH. Mr. Speaker, I rise today in honor and recognition of Malak Jadallah, whose exemplary work as a Member of my Congressional Staff in the role of Immigration Liaison brought clarity, resolution and hope to complex immigration issues for thousands of constituents and their families throughout the 10th Congressional District and beyond.

Since 1996, Ms. Jadallah worked as a tireless advocate on behalf of those seeking immigration assistance, including those walking that complex path to legal residency and citizenship. Ms. Jadallah pierced through red tape and a cultural climate that rained paranoia and discrimination by providing a steady light of resources and guidance for numerous individuals seeking U.S. citizenship.

Throughout her 16-year tenure, Ms. Jadallah created strong bonds with key individuals locally, nationally and internationally. Her dedication to her work, her easygoing nature, and above all her unyielding belief in, and true compassion for the people she advocated for, made her so effective, her expertise was sought by the most powerful immigration attorneys and the most influential national and international leaders. From foreign ambassadors to directors of humanitarian agencies, Ms. Jadallah's vital connections strengthened my work and supported successful resolutions for thousands of immigration cases.

Ms. Jaddallah's efforts also supported my legislative work. Her work spanned volumes of cases that ranged in complexity and scope, from helping constituents obtain travel or work visas to critical cases in which her collaboration with global rights leaders and organizations enabled innocent victims of war safe passage to America for emergency medical treatment, to cases in which she worked to prevent the deportation and separation of a Cleveland mother from her children. With every case, Ms. Jadallah's determination and expertise changed many lives forever.

Mr. Speaker and colleagues, please join me in honor and recognition of Congressional Staff Member Malak Jadallah, who leaves a legacy of fierce determination, unwavering advocacy, compassion and justice. Her work will continue to have a profound effect on the lives of the men, women and children here in Cleveland, across the country and around the world as she continues to advance in her field. I remain forever grateful for her friendship and for her unyielding commitment and work that led numerous individuals and their families along pathways to a better life.

NORTH KOREA MISSILE LAUNCH
CLEAR THREAT TO NATIONAL
SECURITY

HON. TOM REED

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. REED. Mr. Speaker, I rise today to express my grave concern over the three-stage missile launch yesterday by North Korea. While described by Pyongyang as a simple weather satellite, the launch clearly violates United Nations Security Council Resolutions that ban the use of nuclear and missile-related technologies. The launch comes just days before the South Korean presidential election is held, timing I am sure is not a coincidence.

Pyongyang's dismissal of international pressures, as well as its continued work on missile-related technologies, pose a direct security threat to the United States and our allies, particularly South Korea. Yesterday's launch puts North Korea one step closer to obtaining a weaponized missile. As there are over 28,000 American troops currently serving on the Korean Peninsula, yesterday's actions are unacceptable and now more than ever, the United States needs to stand strong in solidarity with our South Korean counterparts.

The United States, South Korea, and other countries have been trying to engage the North Korean regime diplomatically for many years to end its program to develop nuclear weapons and delivery devices that could threaten Northeast Asia and the Western Pacific.

Despite offers of many positive incentives in the form of humanitarian aid to North Korea, Pyongyang has persisted in its belligerence. North Korea has stubbornly refused to adhere to peaceful international protocols that would boost stability and economic prosperity. This will be the second time this year it has violated its agreements.

Political stability and security of the Korean Peninsula are vital to U.S. interests and to our allies. Beyond South Korea, nations including Japan and the Philippines could be threatened by the existence of North Korean nuclear missiles. Further North Korean provocations could easily and seriously disrupt the Trans-Pacific trade relations that have developed over the past six decades.

It is the obligation of Congress to speak out when U.S. security and our economic interests are under threat. This is a clear sign that the Administration's previous policies of diplomacy, as well as the retaliatory steps taken after the failed April 13, 2012 launch, are not deterring Kim Jong-un. A stronger response is necessary.

I was pleased to see the United Nations Security Council swiftly condemn the attacks yesterday and I urge my colleagues to join me in condemning the Pyongyang regime's belligerent behavior as a threat to regional and global security. I call upon the Administration and the National Security Council to work with our counterparts in the United Nations to take appropriate steps to ensure that these actions are followed with clear consequences.

HONORING DAVID J. SCHMIDLING

HON. SAM GRAVES

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. GRAVES of Missouri. Mr. Speaker, I proudly pause to recognize David J. Schmidling. David is a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, Troop 216, and earning the most prestigious award of Eagle Scout.

David has been very active with his troop, participating in many Scout activities. Over the many years David has been involved with Scouting, he has not only earned numerous merit badges, but also the respect of his family, peers, and community. Most notably, David has earned the rank of Brave in the Tribe of Mic-O-Say and has led his troop in many capacities, including Webmaster, Librarian, Chaplain's Aide and National Youth Leadership Training staff member. "Swift Spirit," as he is also known by, has earned 33 merit badges, his favorite of which is aviation. David has also contributed to his community through his Eagle Scout project. David remodeled and restored a playground area at Seven Dolores Catholic Church in Easton, Missouri, constructing a playground set and cleaning up the playground area. David hopes to continue pursuing his passion for hockey into high school, juniors, and college with the hope of becoming a corporate pilot.

Mr. Speaker, I proudly ask you to join me in commending David J. Schmidling for his accomplishments with the Boy Scouts of America and for his efforts put forth in achieving the highest distinction of Eagle Scout.

RECOGNIZING THE SERVICE OF
MARTHA INGLE

HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. MILLER of Florida. Mr. Speaker, I rise today to recognize Ms. Martha Ingle upon her retirement after 36 years of faithful and dedicated service to the citizens of Walton County, Florida.

Ms. Ingle began her career in public service with the Walton County Clerk of Court, where she served for a combined 21 years as Deputy Clerk and later Chief Deputy Clerk. After leaving the Clerk's office, Martha continued her career as a dedicated public servant, working for four years as Budget Officer for the Walton County Board of Commissioners. Ultimately, Ms. Ingle was elected to serve as Walton County Clerk of Court. As Clerk of Court, she served in myriad roles, including Chief Financial Officer for the Court, Ex-Officio Clerk of the Board of County Commissioners, Accountant and Auditor, Recorder, and Custodian of county funds.

A shining example of commitment to public service, Ms. Ingle received numerous accolades during her tenure, including ten consecutive annual Certificates of Achievement for Excellence in Financial Reporting; and during fiscal year 2011, under her leadership, Ms.

Ingle's office was the only Clerk's office in the state to meet every performance measure set by the Clerk of Court Operations Corporation.

Mr. Speaker, on behalf of the United States Congress, it is my privilege to recognize Ms. Martha Ingle for her dedication and thank her for her service to Northwest Florida. My wife Vicki and I wish Ms. Ingle, her daughters Donna and Melissa, and grandchildren Luke, Laura, Graham and Emma, all the best.

INTRODUCTION OF A BILL TO DIRECT THE SECRETARY TO ESTABLISH A ROAD USER FEE PILOT PROJECT

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. BLUMENAUER. Mr. Speaker, as vehicles become more fuel efficient, they increase the demand on our transportation system without contributing as much to its maintenance. The Congressional Budget Office analysis shows that the newest fuel economy standards for automobiles will result in a 21 percent reduction in Highway Trust Fund revenue by 2040, based on current driving patterns. Already, during the past four years, Congress has transferred over \$48 billion from the General Fund into the Highway Trust Fund. Estimates suggest that when current transportation authorization expires, the Highway Trust Fund will require almost \$15 billion a year in addition to current gas tax receipts, simply to maintain 2009 funding levels. Until we tie our transportation revenues to our transportation demands, this situation will worsen.

Failure to adequately fund transportation infrastructure imposes huge costs on American citizens and businesses:

Congestion costs urban Americans 4.2 billion hours and 2.8 billion unnecessary gallons of fuel each year; expressed in dollar terms this is \$87.2 billion, or \$750 per traveler. By 2015, this cost is expected to increase to more than \$900 per traveler.

Roughly 40,000 people every year are killed on our streets and highways, with 2.5 million more injured, at a staggering annual economic cost to society.

Higher transportation costs and higher inventory carrying costs—partially attributable to an unreliable transportation system—have pushed logistics costs to nearly 10% of GDP.

Analysis by the American Society of Civil Engineers suggests that the cost of our failing transportation system could result in the loss of 876,000 jobs by 2020.

We must find innovative solutions to these challenging revenue problems.

A number of states, including Nevada, Minnesota, Iowa, Texas, and New York have tested small pilot projects where they charged drivers for the number of miles they traveled rather than the fuel they consumed. The tests have proved convenient for drivers, protected personal privacy, and been easily administrable. The Oregon Department of Transportation is now embarking on a second phase of their pilot project, which will expand the pool of users and test alternative different collection methods to address questions raised by their first pilot.

Two blue ribbon commissions established in the prior transportation authorization

SAFETEA-LU, as well as numerous other policy experts, have suggested that transitioning to a vehicle miles travelled system, rather than a gas tax, will provide the most stability to the Highway Trust Fund, and will most accurately reflect the user fee concept it is based upon. The National Surface Transportation Policy and Revenue Study Commission noted that a vehicle miles traveled charge is the "the most promising alternative revenue measure" to our existing gas tax, while the National Surface Transportation Infrastructure Financing Commission reported that "a charge for each mile driven . . . has emerged as the consensus choice for the future." Both commissions found that this system was efficient at raising revenue, closely linked system demand to revenues, and could win broad public support.

The legislation I am introducing today calls on the Department of the Treasury to study the viability of this revenue source in every State. While evaluating mileage based revenue sources, Treasury will ensure the system protects privacy and is simple to administer. It will also convene working groups to address the most complex aspects of this transition, including road use, demand management, climate change, and technological needs. The bill also creates a grant program to ensure the necessary technology is available. I look forward to working with stakeholders to advance and refine this proposal.

The condition of our national highway and transit systems and the maintenance of our infrastructure, and the investments that we make in these systems, touches the life of every American. Improving those systems strengthens our economy, expands personal freedom and mobility, and can help protect our environment. I look forward to stakeholder feedback on this proposal, and am eager to work with my colleagues to support a vehicle miles travelled user fee, and explore other alternatives to ensure that the Highway Trust Fund is adequately funded.

COMMEMORATING THE CHARTER TOWNSHIP OF ROYAL OAK

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 13, 2012

Mr. LEVIN. Mr. Speaker, I rise to commemorate the Charter Township of Royal Oak, and express my gratitude to the residents who have provided me with the honor of representing them in Congress for 30 years. The Township represents an important place in the history of the racial and economic struggles our nation and state have confronted. It is not a history that should be forgotten.

I want to submit segments of this history from the Township's website.

"The Eight Mile segment of the Township is imprinted with the social history of the country. It reflects the social status and the physical segregation of African-Americans throughout the country's history.

"African-American families had settled in Detroit prior to 1763, when the British took possession of the city and found them in residence. Aided by the Underground Railroad, which used Detroit because of its proximity to Canada as a dispersal point, growth of the African-American population was fairly rapid. By 1860, the African-American popu-

lation in Detroit had grown to 1,403 people, with a few of such families settling on scattered farm locations throughout the region. These farmland holdings later were sold to White families, with the exception of an area spanning Eight Mile, centered around Wyoming Road.

"Families in advance of Detroit's outward growth settled the Eight Mile area. Its initial development represented a hopeful "leapfrog" movement of African-American families from the inner city to outlying areas beyond the normal growth area of Detroit. Because of the effectiveness of restrictive covenants and other discriminatory practices, African-Americans seeking less dense areas were constrained from relocating to the immediate surrounding areas of city, as then defined. The Wyoming/Eight Mile Road area was a feasible and desirable option for African-American families seeking an escape from crowded areas of the City.

"The African-American population within the City increased dramatically in three different waves before World War I, with industrial expansion following both World Wars. Coming from the rural south, many African-American families seeking escape were attracted to the Eight Mile area because of their desire to replicate an open rural environment, which they had left. Many of the homes were built with sweat equity on a payday-to-payday basis, resulting in what might have been described as a "shack town." Many homes were constructed of makeshift materials. Around 1925, the portion of this area lying south of Eight Mile Road was annexed by the City of Detroit and became subject to the housing and building controls enforced by the City. The area north of 8 mile within the Township, subsequently felt the housing pressures exerted on African-American families seeking other residential options than those offered by the City of Detroit.

"With the need for emergency housing during World War II, the federal government for temporary wartime housing acquired much of the available land in this part of Royal Oak Township.

"The dramatic increase in population created burdens for the Township including burdens on the existing housing stock. Because of the war effort, many of the homes were overused with families doubling up. Garages, sheds and attics were also pressed into use as housing. In 1944, the population of this segment of the Township was only 2,989 persons. Temporary housing added 1,464 families by 1945 or an increase of 5,500 persons. In 1950, the population rose to 10,508 and a special census in 1956 indicated a population of 11,000, which appeared to be the saturation point for the one-half square mile area. By 1959, 1,708 or 75 percent of the approximately 2,300 units in the Township were adjudged dilapidated.

"Beginning in the 1940's while the Township was feeling the deterioration pressures, the surrounding areas were being built up by an affluent white population whose exodus from the City of Detroit had grown to the Township's border. The African-American segment of Royal Oak Township thereby effectively became an isolated and deteriorated community in the midst of an affluent white area.

"Taking advantage of the Housing Act of 1954, the Township in 1959, finally approved an urban renewal project covering most of the Eight Mile Segment. The project area, encompassed all of the area east and west of Wyoming, north of the north end, plus a couple of adjacent blocks. Activities were carried out over a 16-year period in accordance with the officially adopted urban renewal plan. The project (which had been officially amended for the seventh time by 1972) was